departures of flights is not properly given by Indian Airlines;

(b) whether it is a fact that passengers find it very difficult to get exact and easy information at ail airports from Indian Airlines;

(c) in what way the Indian Airlines propose to meet this neglect; and

(d) the steps proposed in this regard?

THE MINISTER ' OF CIVIL AVIATION (SHRl ANANTH KUMAR): (a) to (d) All efforts are made by Indian Airlines to give accurate and advance information of arrivals and departures of flights. There is, however, always scope for improvement. Indian Airlines has accordingly taken the following steps to strengthen the flight information system:—

(i) Provision of additional telephone lines at metro cities with hunting facility;

(ii) Telephone with pre-recorded flight information system;

(iii) Easy to .remember three digit telephone numbers i.e. 140/142/ 143 at metro stations;

(iv) The Real Time Automatic Passenger Information Dissemination System (RAPID) is being used at Delhi, Mumbai, Calcutta and Chennai to inform the passengers about rescheduling of the flights;

Aeroplane crashes

3689. SHRI V.N. GADGIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of accidents/ aeroplane crashes in Civil Aviation during the last three years;

(b) the reasons for the same; and

(c) whether the safety system has proved to be inadequate?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) During the last three years from 1995 to 1998 (till date), there have been 16 accidents of Indian Civil registered aeroplanes/helicopters.

(b) The reasons are given in the attached statements *(see* below).

(c) No, Sir. Nevertheless measures are continuously taken to enhance the standard of aviation safety such as monitoring of flight recorders, conducting safety audit of operators, conducting safety seminars, carrying out spot checks on ground inflight checks and implementation of the recommendations emanating from investigation of aircraft accidents and other hazardous incidents.

Statement

Accidents during the year 1995

SI. No.	Date	Aircraft	Operator	Probable cause of Accident
1.	1.3.95	Killer Helicopter	Mesco Airlines	Police Hawildar Md. Irdis due to his ignorance and under adverse circumstances had innocently moved into the rotating tail rotor disc while he was on duty to barricade the Helipad.
2.	19.3.95	Cessna 152	Udan Academy, Indore	The cause of accident is attributed to engine stoppage in flight, as a result of fuel starvation due to inadequate fuel on board for planned flight.

SI. No.	Date	Aircraft	Operator	Probable cause of Accident
3.	1.7.95	F-27	East West Airlines	The Investigation Report is under consideration.
4.	24.8.95	Pushpak	Coimbatore Aviation & Training Academy	The accident occurred due to stalling of the aircraft when the pilot attempted to clear the obstacle in the flight path during forced landing after inflight stoppage of the engine.
5.	2.12.95	B-737	Indian Airlines	The accident was caused interalia by the injudicious and imprudent decision of the Pilot-in-command to hastily complete the flight in the inadequate time available before the notified closure of Delhi airport for a WIP flight.

Accidents during the year 1996

SI. No.	Date	Aircraft	Operator	Probable cause of Accident
1.	10.5.96	Cessna 152	Orient Flight School, Madras	The . accident occurred due to unauthorised low flying by the trainee pilot.
2.	18.5.96	L-410	Archana Airways	The accident was caused due to late touchdown at higher aircraft touchdown $peed.
3.	11.7.96	L-410	Archana Airways	The accident was caused due to complete lack of safety awareness, proper supervision and operational control in the organisation.
4.	25.8.96	Chelak Heticopter	M.P. Govt.,	The accident was caused due to loss of engine oil pressure in-flight.
5.	5.11.96	Cessna 152	Ahmedabad Aviation Club	The accident was caused due to improper handling by the student Pilot engaged in unauthorised touch and go exercise.
6.	28.12,96	B-737	Blue Dart Aviatioa Limited	The accident was caused due to lapse on the psirt of piiot-in-command to make landing when the approach was not stabilised.

Accidents during the year 1997-98 (Till Date)

1.	22.2.97	Cessna 152	Kerala Aviation Training Centre.	While executing an aerobatic Manoeuvra at low height the pilot failed to recover due to which the aircraft impacted the ground.

SI. No.	Date	Aircraft	Opeiutiff	Probable cause of Accidqnt
2.	25.5.97	Dauphin Helicopter	Pawan Hans Helicopter Ltd.	The accident is under investigation.
3.	3.7.97	F-27	Elbee Airlines.	The accident is under investigation.
4.	2.2.98	King Air C-90	SAIL	The accident is under investigation.
5.	15.6.98	Cessna-152	Tata Nagar Aviation Pvt. Ltd.	The accident is under investigation.

SplitUng up of DGCA

3690. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government plans to split the DGCA and set up a Civil Aviation Authority and Air Safety Board; and

(b) if so, by when these changes are likely to be brought about?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The matter is under consideration of the Government.

Registered Civil Aircraft in India

3691. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be plesaed to state:

(a) the number of Civil Aircraft registered in India; State-wise;

(b) how many of them in private sector, public sector and State Governments and the Central Government; and

(c) the number of Aircraft registration cancelled for not fulfilling air worthiness' condition durinlg last year?

THE MINISTER OF CIVIL AVIATION (SHRl ANANTH KUMAR): (a) and (b) There are 1078 aircraft registered in India. Break-up of total number of aircraft registered, Statewise and sector-wise, is at Statement (see below). '

(c) No aircraft registration has been cancelled for- not fulfilling the airworthiness condition during last year.

Statement

TouU Nos. of aircraftt registered state-wite and sector-wise

State	Private Sector	Public Sector	State Govt.	Central Govt.	No. of Aircraft
Andhra Pradesh	18	1		155	21' 8
Assam	6	2	2		46 476
Bihar	31	7			
Delhi	157	164			